

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2016/60/93147/E0/ET
CATEGORY Small Major

PROPOSAL OUTLINE APPLICATION FOR
ERECTION OF RESIDENTIAL
DEVELOPMENT

LOCATION 444 BRADFORD ROAD
BATLEY
WF17 5LW

APPLICANT ROBERT HALSTEAD CHARTERED
SURVEYOR

HDC Ref. No. K13-10SE/21
Highway Officer Mark Berry
O. S. Ref. 246 242
Date Received 31/10/2017
Target Date 07/11/2017
Date Returned 31/10/2017
Decision
Route No. A652
Road Name BRADFORD ROAD
Adopted
Footpath No
Highway scheme Yes
TRO'S

Potential Committee:

Checked by / date Sam Lewis 03/11/2016

This is an outline application for erection of residential development (with access and layout the matters to be considered) at 444, Bradford Road, Batley

A previous outline permission was granted in 2010 (2010/90185) with an extension to time application approved in 2013 (2013/92480).

This proposal is identical to the previous approvals.

The application proposes a residential development with 40 residential units contained in three separate apartment block buildings

The TRICs data base has been used to estimate the likely traffic generation from this site as follows:

AM peak - 9 two way movements 2 in and 7 out
PM peak - 9 two way movements 6 in and 3 out

A total of 96 two way traffic movements are anticipated throughout the day.

The previous highways consultation raised concerns regarding the proposed layout as follows:

Size of the turning head
Parking layout
Cycle storage
Size of bin storage area
Double yellow lines shown to be returned into the site and up to the proposed gates
Sight lines on to Bradford Road

The applicants have provided revised plan which is now considered acceptable from a highways point of view:

If planning is minded to approve this application the following conditions should be attached to the Decision Notice.

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout and parking have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety.

No part of the development shall be brought into use until the existing accesses from Bradford Road and Bridge Street has been permanently closed [and any redundant footway crossings removed and the footway reinstated] and the new access has been constructed and brought into use in accordance with details that have previously been approved in writing by the Local Planning Authority.

To avoid danger and inconvenience to highway users.

The buildings shall not be occupied until the areas to be used by vehicles and/or pedestrians have been surfaced and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to achieve a satisfactory layout

The development shall not begin until detailed plans of at least 2 car parking spaces designed for the use of disabled people to be provided within the car parking have been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall then be constructed, surfaced, sealed and marked out in accordance with the plans so approved prior to the development being brought into use and shall be retained thereafter.

Reason: To provide suitable parking provision for the disabled.

Notwithstanding the details shown on the approved plan, the development shall not commence until a scheme detailing the provision of a 5.5 metre carriageway with 2.0m wide footways to the full Caledonia Road frontage of the development site, the provision of larger junction radii at Bradford Roads' junctions with both Caledonia Road and Bridge Street, construction specification, surfacing, drainage and kerbing including the relocation of existing Traffic signs and street lighting columns, amendments to existing Transport Regulation Orders and associated highway works together with an independent Safety Audit covering all aspects of the work has been submitted and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved scheme has been implemented and thereafter retained throughout the lifetime of the development.

Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order) any gates or barriers for or over a vehicular access or egress shall be set back 2 metres from the back of Caledonia Road and shall be hung as to only open inwards. So long as such gates or barriers are in position they shall be retained to only open inwards.

Reason: In the interests of highway safety and to avoid the need for vehicles to wait in the highway

No building shall be occupied until cycle storage facilities have been provided in accordance with details that have been approved in writing by the Local Planning Authority, the approved facilities shall thereafter be retained.

Reason: To comply with the Council's sustainability objectives

No development shall take place until details of the siting, design and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures.

Reason: To ensure that any new retaining structures do not compromise the stability of the highway

Nothing shall be permitted to be planted or erected within a strip of land 2.0m deep measured from the carriageway edge of Bradford Road along the full frontage of the site which exceeds 1.0m in height above the level of the adjoining highway.

Reason: To ensure adequate visibility in the interests of highway safety

No development shall take place until provision has been made for the parking, loading and unloading of contractors` plant and equipment and the parking of vehicles of the workforce within the site.

FOOTNOTE

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

FOOTNOTE

It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the Highways Structures section for works near or abutting highway and any retaining structures. Contact Highways Structures Section on Tel No. 01484-225609 who can advise further on this matter.

METRO

Metro have recommend that the developer contributes towards sustainable travel incentives to encourage the use of public transport and other active travel modes through a sustainable travel fund. The fund could be used to purchase discounted MetroCards for all or part of the site. Based on our current RMC scheme, there is an option for the developer to purchase (in bulk) heavily discounted Residential MetroCards (circa 40% discount) as part of a wider sustainable travel package. The payment mechanism and administration of any scheme would need to be set out by the developer and agreed with WYCA and detailed in a planning condition or S106 agreement.

If discounted MetroCards are conditioned through the sustainable fund the total cost to the developer at this site is £19,646.00
